

BENJAMIN A. BERMAN
Montgomery Village, MD 20886

EDUCATION

Harvard University, Cambridge, Massachusetts

Kennedy School of Government Executive Management Programs

Effective Decision Making and Executive Influence, completed July 1999.

Harvard University, Cambridge, Massachusetts

Graduate School of Arts & Sciences, Department of Economics

Completed course work in microeconomics, macroeconomics, and econometrics, 1980-81.

Harvard College, Cambridge, Massachusetts

Received the A. B. degree summa cum laude in Economics, 1979. Elected to Phi Beta Kappa, 1978. Awarded Allyn A. Young prize for *Airline Deregulation and Small Communities: The Demand for Short-haul, Commuter Air Transportation*.

EXPERIENCE

Senior Research Associate (11/01 – present)

San Jose State University/NASA Ames Research Center, Mountain View, California

Researching and writing a book about cognitive vulnerabilities in flight crew performance demonstrated in major air carrier accidents since 1990. Collaboration with Key Dismukes, Ph.D. and Loukia Loukopoulis, Ph.D.

Air Carrier Pilot (2/01 – present)

Continental Airlines, Inc., Newark, New Jersey

Operate the Boeing 737 in Part 121 domestic and flag service. Type rated and qualified on 737 models 300, 500, 700, and 800. On furlough status as of October, 2001.

Chief, Major Investigations Division (9/99 – 2/01)

National Transportation Safety Board, Washington, D.C.

Managed the overall investigative effort for U.S. air carrier aviation accidents, from the field investigation to the public board meeting and final accident report. Managed the U.S. Government's participation in foreign aviation accidents. Selected, hired, trained, and supervised staff of investigators-in-charge, who directed teams of specialists from the Safety Board, air carriers, manufacturers, labor unions, and the Federal Aviation Administration.

Benjamin A. Berman, Page Two
EXPERIENCE (continued)

Chief, Operational Factors Division (1/98 – 9/99)

National Transportation Safety Board, Washington, D.C.

Managed a department of 12 professional staff comprising air carrier captains, air traffic controllers, and meteorologists, with a \$1.2 million annual budget. Oversaw the operational aspects of major aviation accident investigations. Responsible for the flight operations/human performance sections of several major reports, including the USAir flight 427 accident report. Selected, hired, and trained new operations and air traffic control staff.

Also served as the NTSB's operations specialist for the Boeing 737, performing flight simulator trials for accident analysis and reenactments. Completed a 737 air carrier training program, earning the 737 type rating in October 1997. Completed unusual attitude training in variable stability Learjet 25 aircraft in 9/99.

Senior Air Carrier Operations Investigator (12/95 – 12/97)

National Transportation Safety Board, Washington, D.C.

Led the Operational Factors Group in major air carrier accident investigations, including ValuJet flight 592 and USAir flight 427. Investigated the flight crew's performance and background; the air carrier's operational, training, and corporate performance; and the Federal Aviation Administration's safety oversight. Supervised the work of parties to the investigation from air carriers, pilots' associations, aircraft manufacturers, and government agencies. Resolved disputes and achieved consensus among parties. Wrote accident reports, analyzing the causes of the accident and developing recommendations for safety improvements. Testified and questioned witnesses at public meetings of the Safety Board.

Safety Study Manager (10/90 – 12/95)

National Transportation Safety Board, Washington, D.C.

Managed two research projects: Flight Crew Performance in 37 Major U.S. Air Carrier Accidents and Aviation Safety in Alaska. Coordinated the efforts of investigators in the areas of flight operations, human performance, statistical analysis, airports, air traffic control, and meteorology. Wrote studies based on the research. Both studies were adopted and published by the Safety Board.

Air Transportation Consultant (5/92 – 7/93)

The World Bank, Washington, D.C.

Analyzed airport privatization issues. Evaluated Jamaica's air transportation system.

European Bank for Reconstruction & Development, London

Forecast air travel demand for Russia, Ukraine, Kazakhstan, and Belarus. Evaluated airline industrial organization, aircraft operating economics, and airline safety.

Benjamin A. Berman, Page Three
EXPERIENCE (continued)

Captain and Airline Flight Instructor (2/89 – 10/90)

Midway Commuter, Chicago, Illinois

Captain assigned to the Embraer 120 (Brasilia) transport category turboprop and the Dornier 228 turboprop. Instructed captain and first officer candidates on both types using the airplane and flight simulator.

First Officer (5/87 – 1/89)

Midway Commuter and Midstate Airlines, Chicago, Illinois

Assigned to the Dornier 228 and Fairchild Metro III turboprop.

Charter Pilot and Flight Instructor (7/86 – 11/86)

Fitchburg Colonial Aviation, Fitchburg, Massachusetts

Assigned to the Cessna 401/402 and Cessna 182RG.

Principal Consultant (1985 – 1988)

Benjamin A. Berman Associates, Libertyville, Illinois

Completed projects for the U.S. President's Aviation Safety Commission, airlines, financial institutions, and airport authorities. Specialized in flight operations safety, airline strategic planning, project analysis, and business plan development.

Airline Manager (1979 – 1985)

Director, Market Planning

Midwest Express Airlines, Milwaukee, Wisconsin

Responsible for hub selection, route development, aircraft scheduling, pricing, and yield management for a startup jet airline. Created an expansion plan for the first 15 airplanes and regional feeder system that the airline followed successfully during its first 10 years.

Manager, Market Planning

Midstate Airlines, Stevens Point, Wisconsin

General Manager, Sentry Aviation Services

Responsible for aircraft scheduling and new market selection. Also, managed the airline's subsidiary fixed base operation, supervising 10 employees and the local airport, charter flight operation, flight school, and fuel facility.

Route Development Analyst

American Airlines, Dallas/Ft. Worth Airport, Texas

Selected new markets for entry during the initial period of airline deregulation.

Benjamin A. Berman, Page Four
PILOT CERTIFICATES

Airline Transport Pilot.	4,690 total time
Type Ratings: B-737, EMB-120, and DO-228.	2,550 turbine multiengine
First Class Medical Certificate.	1,216 turbine multi PIC
Flight Instructor, Airplane and Instrument.	430 actual instrument
Ground Instructor, Advanced and Instrument.	318 B-737 SIC

PUBLICATIONS

with John R. Meyer, Clinton V. Oster, Jr., Ivor P. Morgan, and Diana L. Strassmann, *Airline Deregulation: The Early Experience*, Boston, Auburn House Publishing Co., 1981.

“FAA Safety Inspection Programs” and “General Aviation in the Air Traffic Control System,” in President's Aviation Safety Commission, *Final Report*, Washington, Government Printing Office, 1989.

National Transportation Safety Board, *A Review of Flight Crew-Involved, Major Accidents of U.S. Air Carriers, 1978 through 1990*, Washington, Government Printing Office, 1994 (Principal author).

National Transportation Safety Board, *Aviation Safety in Alaska*, Washington, Government Printing Office, 1995 (Principal author).

“Flight Crew Performance in 37 Major U.S. Air Carrier Accidents,” *Proceedings of the 8th Symposium on Aviation Psychology*, The Ohio State University, Columbus, OH, April 27, 1995.

“Patterns in Flight Crew-Involved Accidents,” *Proceedings of the 5th CRM Industry Workshop*, Seattle, WA, September 12-13, 1995.

“Flight Crew Performance in Accidents, Incidents, and Normal Flights,” *Proceedings of the Transportation Research Forum 37th Annual Meeting*, Chicago, IL, October 19-21, 1995.

“Mandatory Reporting in Commercial Aviation,” in *How Safe is Our Health Care System?*, Agency for Health Care Research and Quality, Boston, MA, March 20-22, 2000.